

PUBLIC COMMENTS (PC)-J

PC-J1

-----Original Message-----

From: myronjacobs@juno.com [mailto:myronjacobs@juno.com]
Sent: Wednesday, June 06, 2012 1:06 PM
To: Christina Byrne
Subject: Opposition to Alternative 3.\\\\\\\\\\

Thank you for all efforts to help the citizens of Costa Mesa who live near the freeway. I want to voice my opinion to oppose Amendment 3 in the current Freeway Alternatives to the proposed new freeway construction.

If you need me to further support your efforts for the benefit of our neighbors feel free to email me or call me at 714-641-8234.

Yours sincerely,

s/ Myron (Mike) Jacobs

1

PC-J3

From: myronjacobs@juno.com
Sent: Wednesday, June 27, 2012 12:02 PM
To: Parsons, 405.dedcomments
Subject: Opposition to Amendment on New Freeway Construction.

To Who it May Concern.

I have enjoyed being a resident in Costa Mesa for 45 years. My family and I strongly oppose amendment 3 to the proposed freeway expansion. Besides the impact on peaceful living, there are other considerations. Additional freeway expansion leads to more congestion by making traveling to our area more attractive. Although the initial appeal to ease traffic conditions for the present, the additional traffic will cause more congestion in the freeway in other adjacent areas. This phenomenon has been seen in most areas. The best example is the downtown interchange was changed with admiration of its originators and lauded as the panacea to relieve traffic in the downtown interchange. We all know how unsuccessful that worked.

1

2

Please for the sake of the residents of Costa Mesa and for those who travel the freeway at the proposed new construction do not expand the proposed section of the 405 freeway.

Yours sincerely,
s/Myron G. Jacobs

948 Carnation Ave.
Costa Mesa, CA 92626

PC-J2

-----Original Message-----

From: myronjacobs@juno.com [mailto:myronjacobs@juno.com]
Sent: Monday, June 18, 2012 6:57 PM
To: Christina Byrne
Subject: Opposition to Alternative 3 to Route 405 addition of two lanes.

Dear Ms. Byrn

My family and I have been citizens of Costa Mesa for over 35 years. We enjoyed living in his city with good traffic conditions in and out of the city. Our concern is that the addition of the HOT lanes as specified in amendment 3 of the proposed project will lessen our enjoyment of the area as well as making it inconvenient with the assurance of increased traffic noise and congestion. Our family is strongly opposed to amendment of the planned traffic proposal.


Yours most sincerely,

Myron Jacobs and Family

948 Carnation Ave
Costa Mesa, CA 92626-1707

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PC-J4

 **I-405 Improvement Project**
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):

☐ Monday, June 4, 2012 – Orange Coast Community College ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center


Name (First and Last): Robert James
Organization: L.A. 582 Plumber & Steam Fitters
Address (Optional): 3567 Sunflower Way
Phone Number: _____ Email address: _____

Comments: Needs lots of Improvement } 1

(Space for comments continued on reverse)

PC-J5

 **I-405 Improvement Project**
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Name (First and Last): Talmon James L
Organization: Local
Address (Optional): _____
Phone Number: 714-828-3160 Email address: _____

Comments: Save time + money } 1

(Space for comments continued on reverse)

PC-J6

From: Jan [pakngo5@roadrunner.com]
Sent: Tuesday, July 17, 2012 6:59 AM
To: Parsons, 405.dedcomments
Subject: vote on 405 projet

do .not build on 405

1

PC-J7

From: Sean Jasperson [ashesgooashes@hotmail.com]
Sent: Wednesday, July 11, 2012 10:01 AM
To: Parsons, 405.dedcomments
Subject: I support Alternative 2

Hello,

I am a Huntington Beach resident and was born and raised in Orange County. I am for Alternative 2, with adding 2 general purpose lanes in each direction on the 405. I am extremely opposed to Alternative 3, which includes the Toll lanes.

-Sean Jasperson

1

PC-J8

From: Tom Jatich [tj3142@yahoo.com]
Sent: Monday, June 11, 2012 7:27 PM
To: Parsons, 405.dedcomments
Subject: 405 Improvement Comments

Dear Madam or Sir:

I highly support Alternative 2. It is well worth the \$100M additional cost over Alternative 1 to add the second lane from Brookhurst to Seal Beach. If the second lane is not added, then we will still have the same traffic jam problem northbound at Brookhurst with the reduction of one lane. I do not support Alternative 3 because of the "Lexus Lane" toll road. Alternative 3 costs \$300M more than Alternative 2 plus tolls forever for the same number of lanes.

1

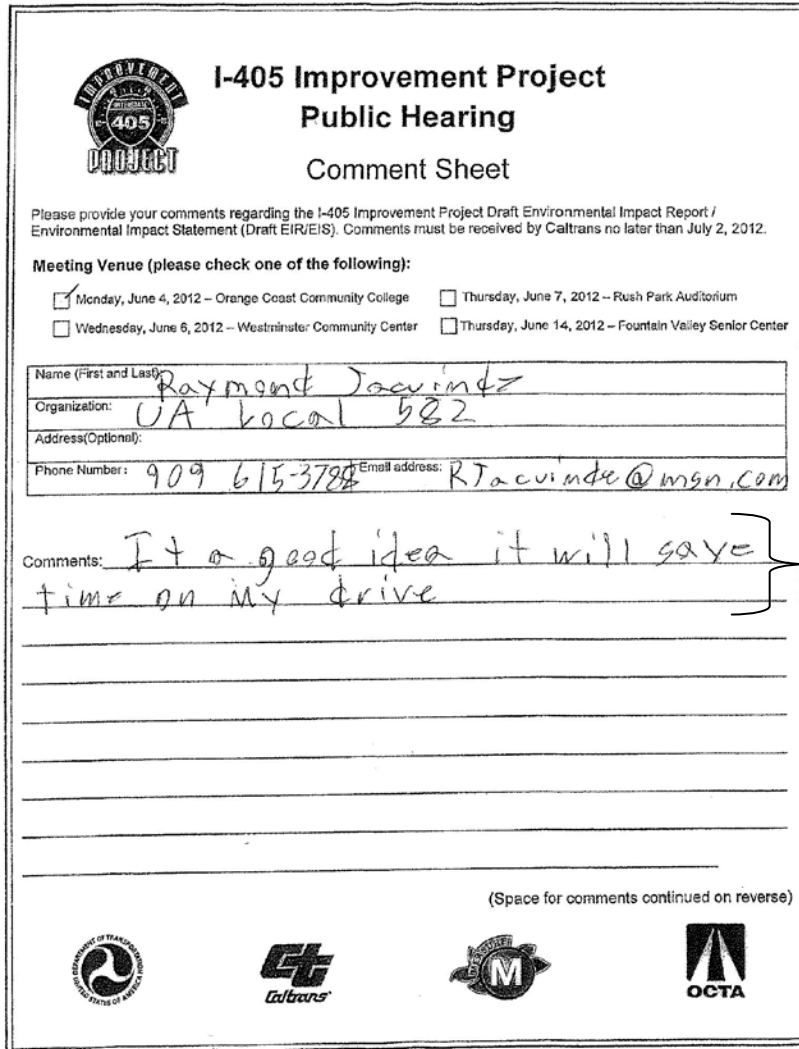
At the northbound 405/22 junction, the three lanes of the 22 are reduced to two lanes. This causes a traffic jam. Is a third lane for the 22/405 being added as part of the current 605 car pool interchange construction? It does not seem to be part of the 405 alternatives. Similarly, the two southbound 605 to southbound 405 transition lanes reduce to one lane at the 405. Half the traffic on the 605 goes this way, but the reduction in the number of lanes from two to one causes a huge backup on the 605. A second lane from the 605/405 to the 22 west needs to be added. Is this being done as part of the 605 car pool interchange construction? It does not seem to be part of the 405 alternatives. If these two changes are not planned, I do not understand how you can ignore such obviously needed improvements that would greatly improve the traffic flow.

2

Tom Jatich
9761 La Esperanza Ave.
Fountain Valley, CA 92708

PC-J9

PC-J10



**I-405 Improvement Project
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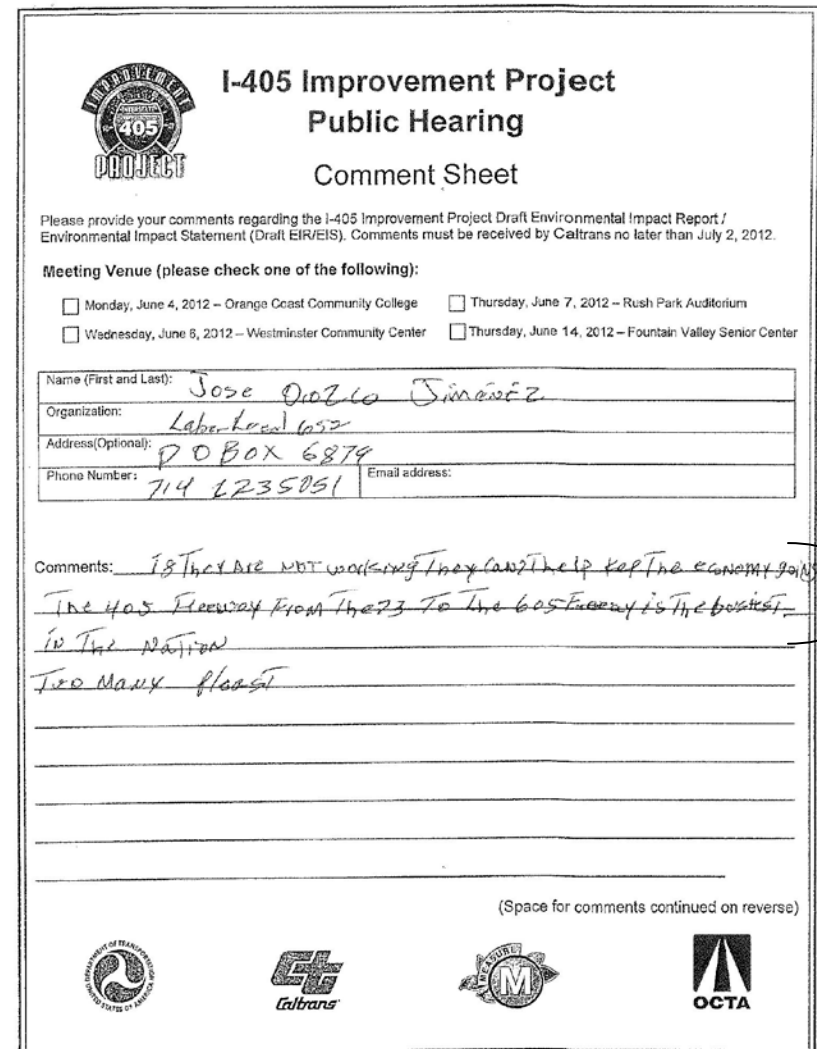
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Name (First and Last): Raymond Jacvinder
 Organization: LA Local 582
 Address (Optional):
 Phone Number: 909 615-3784 Email address: RTacvinder@msn.com

Comments: It a good idea it will save
time on my drive

(Space for comments continued on reverse)

**I-405 Improvement Project
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Name (First and Last): Jose Oazlo Jimenez
 Organization: Labor Local 682
 Address (Optional): P O BOX 6879
 Phone Number: 714 1235051 Email address:

Comments: Is There are not working they can help keep the economy going
The 405 Freeway from the 23 to the 605 Freeway is the busiest
in the nation
Too many people

(Space for comments continued on reverse)



PC-J11

From: Tim Johnson [tjohnson@jklp.com]
Sent: Wednesday, July 11, 2012 8:32 AM
To: Nguyen, Janet
Subject: 405 Expansion/Measure M

Good Morning Ms. Nguyen- I am writing to you to express my opinion about the proposed 405 expansion. I am a resident of Santa Ana and work in Irvine by the airport...as such, I am in your district and also a user of the 405. In summary, of the 3 alternatives at hand, I urge you to support Alternative 2- not because of my selfish reasons but because I believe it does the most good for the most people. If I were to advise you purely based on selfish reason, I likely would suggest that you support Alternative 3 simply because I hope to be able to afford the tolls in the future and would love to zip by everyone when it made sense to do so (i.e. it is worth the money for the time saving), however I do not believe that is in the best interest of the County as a whole nor those who live in your district.

I will briefly explain the 3 alternatives as I understand them simply so you know where I am coming from and so that you can correct me if my understanding is incorrect (source: <http://www.octa.net/pdf/405imp.pdf>):

- Alt 1- Adds one general purpose lane and is fully paid for with Measure M funds
- Alt 2- Adds two lanes paid for with Measure M funds plus another \$100M from somewhere
- Alt 3- Adds two lanes; 1 a general purpose lane and 1 an express lane. It will also convert the existing HOV lane into an express lane. Express lanes are toll roads and 3+ HOV lanes. Paid for with Measure M funds plus bonds for the additional amount.

My only hesitation with Alt 2 is that there is another \$100M of money to come up with from somewhere...that is a lot of money, so as long as the funding is responsible (is that even possible...hopefully), I would urge you to support Alt 2. Having 2 additional general purpose lanes will provide the most general good to the public. Having a toll road/3+ HOV lanes although will be very nice for the small population who would take advantage of those lanes, but would not benefit the general public as much as having 2 additional general purpose lanes. The general public will benefit the most from Alt 2. A certain minority of people will benefit from Alt 3 but it will be at the expense of the majority. In order for Alt 3 to benefit the majority, it would need to be shown that the 2 lanes of Toll/3+HOV would remove more than 1 lane of traffic usage (i.e. the # of cars utilizing the express lanes would be more than those who would use 1 general purpose lane)- I highly doubt that this will be the case. I know that there will be times in the future that I would love to use the toll road, just as there are times now that I use them (i.e. the cost is worth the time savings), but we have the opportunity to do something for the good of the majority and not just the good of a certain group.

I am not one who believes that Alt 3 will be a violation of Measure M funding...I fully see that we would get a new general purpose lane with Alt 3, however from looking at doing the most for the most people, Alt 2 gets us there while Alt 3 is doing the most for a smaller group.

I also urge you to try to change the carpool lane rules so that we are allowed constant entrance/exits (i.e. white lines instead of double yellow with restricted entrance/exit) and also to switch so that the HOV lane is during mid-week, rush hour times (i.e. M-F, 7am-9am-ish, 3pm-7pm-ish). I feel that these two switches would increase traffic flow as well as improve safety. I feel that a lot of HOV users are not truly getting a car off the road (i.e. parents in the HOV lane with kids, families travelling, people who would carpool regardless of the HOV) but there may be a need/benefit for them, but we still should have a goal of allowing free flowing traffic and improving safety on the roads.

I am available to discuss if you would like- I do not represent any group other than myself.

Best,

Tim M. Johnson, CPA
Partner



Office: (949) 860-9892 | Fax: (714) 844-9435 | Cell: (714) 743-1065 | tjohnson@jklp.com

PO Box 15388
Irvine, CA 92623

2601 Main Street, Suite 580
Irvine, CA 92614

PC-J12



**I-405 Improvement Project
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Name (First and Last): <u>Darrell Johnson</u>	
Organization: <u>Labore Union #652</u>	
Address (Optional): <u>3060 Bradford Pl #D S.A. Ca 92707</u>	
Phone Number: <u>714 290-3339</u>	Email address: <u>tecyarum@gmail.com</u>

Comments: Project will help with

1. Fuel cost waiting in traffic

2. Time waiting in traffic

3. Lost time from the job

4. Less time with the family

5. Added stress

6. Project will provide much need jobs

(Space for comments continued on reverse)



PC-J13

From: Richard Jolly [re.jolly@verizon.net]
Sent: Tuesday, June 19, 2012 3:00 PM
To: Parsons, 405.dedcomments
Subject: 405 Expansion

Don't even consider Alt 3.

Senior citizens will be penalized due to you need three in a car for free access.
 The limited access and exit is a terrible plan. We need to leave the car-pool lane with unlimited access and exit.

Why wasn't the Bolsa Chica bridge expanded when the Valley View over the 22 completed at the same time instead we have to go through this lousy proceeded again.

Let's all help in getting the best dog in the World a home.

Richard "Dick" Jolly
 714 891-0306
 714 323-1423
 Volunteer for GSROC
German Shepherd Rescue of Orange County
 Serving Orange, Los Angeles, Riverside, San Bernardino, San Diego Counties
www.gsroc.org
 "Voted Best Place to Adopt a Dog in Orange County 2011"
 "Voted OC's Best" by OC Weekly Magazine

PC-J14

-----Original Message-----

From: Geri Jones [mailto:bobaeri88@yahoo.com]
Sent: Thursday, July 05, 2012 11:30 AM
To: 2, District
Subject: 405 fwy

Mr. Moorlach:

I have read in the Golden Rain News about options for the future freeway build. I would recommend option 2. We badly need an answer to the bottle neck of the southbound 605 to the southbound 405. The crews have been so awesome and friendly to us in LW and we are looking forward to the completion of the project in 2014.

We will pray for your continued wisdom in the choices you make for our county and Seal Beach.

Sincerely,

Geri Jones

PC-J15


From: Robin Norman Jones [mailto:robinjones7@yahoo.com]
Sent: Thursday, July 12, 2012 3:49 PM
To: Christina Byrne
Subject: Re: I-405 Improvement Project: Important Upcoming Dates

My recommendation is to make sure the sound wall is higher on and engineered structurally to actually reduced the noise from the freeway.

***I wish
you enough***

Robin

PC-J16



I-405 Improvement Project

Public Hearing

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Name (First and Last): <u>GONZALEZ JOSE</u>	
Organization: _____	
Address(Optional): <u>1235 E 10TH ST #1</u>	
Phone Number: <u>562 888-1378</u>	Email address: <u>NONE</u>

Comments: NOPE. Yes on toll Road.

(Space for comments continued on reverse)

PC-J17



I-405 Improvement Project

Public Hearing

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Name (First and Last): <u>JOY Jordan</u>	
Organization: _____	
Address(Optional): <u>220 14th St Seal Beach Ca 90740</u>	
Phone Number: <u>562-596-9928</u>	Email address: _____

Comments: traffic improvement

(Space for comments continued on reverse)

PC-J18

 **I-405 Improvement Project**
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Name (First and Last): Lisa Jordan
Organization: _____
Address (Optional): _____
Phone Number: (714) 257-7420 Email address: _____

Comments: Traffic is so bad between the 405 Fwy. & South Coast Plaza. Improvements need to be made!!!

(Space for comments continued on reverse)

PC-J19

From: Gale Jurgensen [tjurgensen@sbcglobal.net]
Sent: Tuesday, July 17, 2012 9:53 AM
To: Parsons, 405.dedcomments
Subject: 405 changes

I wish to express my concern over the changes to the 405 freeway through Orange county, specifically through Costa Mesa, Fountain Valley, Huntington Beach and points North. This freeway needs extra all purpose lanes, not toll lanes. Costa Mesa has extra lanes that are not available in Fountain Valley and Huntington Beach. The traffic comes to a bottleneck in these areas. Only all purpose lanes will help with this congestion. Making a mess in Costa Mesa will not help the congestion and will only hurt the quality of life in Costa Mesa. Consider this fact very carefully. Toll lanes will not help the congestion at all.

Thank you.
Gale and Terry Jurgensen
3201 Oregon Ave.
Costa Mesa, CA 92626

PC-J20

From: Gale Jurgensen [mailto:tjurgensen@sbcglobal.net]
Sent: Tuesday, July 17, 2012 10:07 AM
To: JAmante@tustinca.org; PatBates@ocgov.com; Bill.Campbell@ocgov.com; citycouncil@cityoforange.org; FVProud@FountainValley.org; mayor@garden-grove.org; CityManager@anaheim.net; council@cityoflagunahill.org; chansen@surfcity-hb.org; Wendy Knowles; district2@ocgov.com; audra.adams@ocgov.com; Janet.Nguyen@ocgov.com; mpulido@santa-ana.org; Elizabeth Wade; Laurena Weinert
Subject: 405 Freeway

I am writing to add my voice to those who are worried about the possible toll lanes to be instituted on the 405. This freeway needs general all purpose lanes through Fountain Valley and Huntington Beach. This congested part of the freeway will not be helped in any way with the addition of toll lanes and will make the quality of life in Costa Mesa more difficult. This area needs to be able to move more freely with all the traffic that it carries. Please think about how the improvements will affect the people who live here.

Thank you,
Gale and Terry Jurgensen
3201 Oregon Ave.
Costa Mesa, CA 92626

RESPONSE TO PUBLIC COMMENTS (PC)-J

Response to Comment Letter PC-J1

Comment PC-J1-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-J2

Comment PC-J2-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

With respect to traffic conditions in Costa Mesa on I-405, Table 2.4.1 of the Traffic Study for the Draft EIR/EIS shows that traffic conditions are anticipated to deteriorate over time.

All reasonable and feasible noise abatement will be constructed, as described in Section 3.2.7 of the Final EIR/EIS and final Noise Abatement Decision Report.

Response to Comment Letter PC-J3

Comment PC-J3-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-J3-2

Please see Response to Comment PC-J2-1.

Response to Comment Letter PC-J4**Comment PC-J4-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-J5**Comment PC-J5-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-J6**Comment PC-J6-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-J7**Comment PC-J7-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification

Response to Comment Letter PC-J8**Comment PC-J8-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in

your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-J8-2

A third lane is being added from the westbound SR-22 to northbound I-405 as part of the WCC Project; that third lane is in the form of a direct connector from the SR-22 westbound HOV lane to a new (second) northbound HOV lane constructed in the median of I-405 from SR-22 to I-605, also as part of the WCC Project. Neither the WCC Project nor the I-405 Improvement Project will provide a third GP lane from SR-22 westbound to northbound I-405.

With respect to the I-605 southbound GP connector to I-405 southbound, Alternatives 1 and 2, as presented in the Draft EIR/EIS, would provide two full lanes from I-605 southbound onto southbound I-405. Alternative 3, as shown in the Draft EIR/EIS, would provide a single lane.

Response to Comment Letter PC-J9

Comment PC-J9-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-J10

Comment PC-J10-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-J11

Comment PC-J11-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-J11-2

We acknowledge your support for Alternative 2. Table 3.1.6-14 of the Draft EIR/EIS shows the throughput of each of the build alternatives in three segments of the project. In two segments, Alternative 3 has the highest throughput, and Alternative 2 has the highest in one segment. Slow-moving congested freeway lanes have lower and unstable throughput compared to uncongested lanes. During peak periods, the GP lanes on I-405 are forecast to be heavily congested with lower throughput (approximately 1,200 vehicles per lane per hour) than the Express Lanes, whose throughput will be managed to approximately 1,700 vehicles per lane per hour. For an explanation of how this management works, see the Draft EIR/EIS, page 2-20. By providing more throughput per lane through management of the Express Lanes, traffic in the GP lanes would be reduced and congestion eased; for two conditions with the same total number of lanes and congested conditions, congestion in the GP lanes would be less if two of the lanes were managed to increase their throughput. See the rows of Table 3.1.6-14 labeled “Brookhurst Street to SR-22 East” for a comparison of the throughput of Alternatives 2 and 3 with the same total number of lanes.

The experience on the SR-91 Express Lanes is that motorists from all income groups use the Express Lanes.

Comment PC-J11-3

Alternatives 1 and 2 would provide continuous access to the HOV lanes. The Express Lanes in Alternative 3 would have limited access.

Response to Comment Letter PC-J12**Comment PC-J12-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-J13**Comment PC-J13-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-J13-2

Alternatives 1 and 2 would provide continuous access to the HOV lanes. The Express Lanes in Alternative 3 would have limited access, which is necessary to effectively manage the volume of traffic in the Express Lanes and maintain high-speed uncongested travel. For an explanation of how that management works and for an explanation of the increase in vehicle occupancy for HOVs to use the Express Lanes free, see Common Response – Opposition to Tolling.

Comment PC-J13-3

The Bolsa Chica Road Overcrossing that spans over I-405 was not in the scope of work for the WCC Project, which was only to reconstruct the bridge over SR-22 and was part of the overall SR-22 Project.

Response to Comment Letter PC-J14

Comment PC-J14-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

With respect to the traffic bottleneck on the southbound I-605 connector to I-405 southbound, none of the proposed alternatives would widen the two lanes in the tunnel on this connector; however, Alternatives 1 and 2 provide a second receiving lane on I-405 southbound at the merge point of the ramp from I-605 southbound to I-405 southbound. The Alternative 3 design does not provide this second receiving lane.

Response to Comment Letter PC-J15

Comment PC-J15-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Heights of recommended soundwalls are determined by Caltrans' procedures, which require that soundwalls provide at least 5 dB in traffic noise reduction. Soundwalls are constructed from concrete blocks or other materials to prevent sound traveling through the soundwall. Please also see Common Response – Noise/Noise Analysis.

Response to Comment Letter PC-J16**Comment PC-J16-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-J17**Comment PC-J17-1**

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Response to Comment Letter PC-J18**Comment PC-J18-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-J19**Comment PC-J19-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

All of the build alternatives are anticipated to reduce congestion and improve traffic performance in the corridor. None of the build alternatives will eliminate congestion in the corridor, including in Costa Mesa. The benefits to congestion of the build alternatives are summarized in the Draft EIR/EIS in Tables 3.1.6-4 through 3.1.6-8 and Tables 3.1.6-12 through 3.1.6-14.

Response to Comment Letter PC-J20

Comment PC-J20-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Please see Response to Comment PC-J19-1.

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